

AFFAIRS IN WASHINGTON.

THIRTY-THIRD CONGRESS.

SECOND SESSION.

Senate.

WASHINGTON, Dec. 22, 1854.

JUDICIAL BUSINESS.

Mr. TOOMBS, (whig) of Ga., reported the Judiciary bill fixing the salaries of the Judges of the Supreme and District Courts of the United States, and of the Orphans Court of the District of Columbia.

INSTRUCTIONS TO THE MISSISSIPPI RIVER.

Mr. SIMMONS, (dem.) of La., moved that the bill providing for the removal of obstructions at the mouth of the Mississippi river be made the special order of the day for the 9th of January. Agreed to.

ADJOURNMENT UNTIL TOMORROW.

Mr. HARRIS, (whig) of N. C., suggested that as Senators yesterday understood that the meeting of the Senate to-day was pro forma, on account of Monday being Christmas, it was not fair to transact business; whereupon the Senate adjourned to Tuesday next.

House of Representatives.

WASHINGTON, Dec. 22, 1854.

APPROPRIATION FOR MAIL SERVICE.

Mr. HENSON, (dem.) of Ala., from the Committee on Ways and Means, reported a bill making appropriations for the service of the Post Office Department, and for the transportation of mails by ocean steamers and otherwise, for the year ending June 30, 1856. Referred to Committee of the Whole on the State of the Union.

LIGHTHOUSE ON CAPE RACE.

Mr. FULLER, (dem.) of Me., from the Committee on Commerce, reported a resolution with the view of the better preservation of life. It authorizes the President to procure the erection of a first class lighthouse on Cape Race, Newfoundland, at the United States to pay an equal portion of the expense.

Mr. COTTON, (dem.) of N. Y., briefly advocated the resolution, saying that great loss of life and immense travel caused by the want of a lighthouse.

Mr. SMITH, (dem.) of Va., opposed the resolution, regarding it as the commencement of a system to build foreign lighthouses.

Mr. FULLER said it was of great importance to have a lighthouse on Cape Race, where lines of steamers start and arrive; it was necessary for the safety of naval and commercial matters.

Mr. MCDONALD, (dem.) of Va., opposed the resolution, regarding the proposition as novel and unprecedented.

Mr. FULLER moved that the House should be divided into two equal parts, one to build lighthouses outside our limits on the Canada shore.

Mr. CHANDLER, (whig) of Pa., favored the resolution, saying that the resolution was a good one; whatever is right can be commended to the House.

The resolution was passed—seventy-eight against fifty-two.

REPORT OF THE COAST SURVEY.

The SPEAKER laid before the House a letter from the Secretary of the Treasury, covering the report of the Superintendent of the Coast Survey for the year 1854. Ordered to be printed.

Mr. RICHMOND, (dem.) of Pa., offered a resolution, which was referred to the Committee on Printing, providing for the printing of the report of the Coast Survey for the year 1854.

COURTS IN THE DISTRICT OF COLUMBIA.

The House then passed the bill reorganizing the courts in the District of Columbia, and reorganizing and improving the laws thereof, by the yeas and nays, 115 yeas, 60 nays.

The House then went into committee on private bills, and after passing one, adjourned till Tuesday.

Our Washington Correspondence.

WASHINGTON, Dec. 22, 1854.

Bill for the Relief of the Texas Debtors.—Capt. Gibson's claim against the Dutch Government.—Mr. R. G. Scott and the United Conference.—Mr. Keitt on the Know Nothings.

Of course nothing of importance will now be done in Congress till after the holidays; but unless something should arise to change the disposition of members, it is evident that after the first of January a good deal of business will probably be transacted.

Among the measures which will probably be acted upon by the House is the Senate bill for the relief of the Texas debtors. The State of Texas has at length become as anxious as the creditors are that the matter should be adjusted, and as the opposition of the State delegation has ceased, it is believed the House will ratify the well digested Senate bill.

In the present State of Europe it is evident capitalists there seek investments in the United States. It therefore becomes a matter of no little moment that the different States should place themselves in an honorable position before the world, and clear their titles to property.

Mr. Keitt, who has been successful in his efforts towards their creditors, semi-revolutionary. It may be that this consideration has had due weight with Texas in inducing a change in her policy towards her creditors.

The subject of the change has also been placed, and that the disposition of Congress is strongly in favor of assisting her to wipe out the stain which now rests upon her credit.

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THE WRECKS.

The Stranded Ship St. Patrick—Interesting Statement of the Captain—How her Passengers were Treated by the Crew and Others.

We published yesterday a full account of the stranding of the packet ship St. Patrick on the Jersey shore, two miles from Barnegat, and about four from the beach on which the steamship Empire City went ashore last winter. The accident to the St. Patrick occurred between five and six o'clock on Tuesday evening, but the sea was very rough at the time there was no immediate danger to the lives of the passengers or crew. Every effort was made to get her off, but having failed in this, several shots were fired and rockets discharged as signals of distress. These attracted the attention of the fishing schooner, which immediately started for her, and she has already started, took her passengers, and brought them to this city.

Captain Keene, of the Albert Haley, one of the packets, said that they remained by the St. Patrick the greater part of the night, and that the passengers were conveyed from the stranded vessel on board of the others in small boats. Nothing, he told us, could exceed the brutality of the sailors towards them, and even the women were not exempt from the cruel treatment. He was obliged to interfere in one instance, when he seized a gun-hook, and threatened to strike one of the crew if he did not desist from beating a passenger. Another sailor would not allow a woman to get into the boat because she refused to pay him a half dollar for the privilege, and one of his companions demanded a shawl from a fellow passenger, and was about tearing it from her, when Captain Keene intervened.

The first woman was left hanging by a ladder over the ship's side, and was in imminent danger of falling into the water, as the sailor who made the demand removed the boat from under her. She was, however, relieved from her perilous position without serious injury, and was afterwards placed on board the smack. Captain Keene said the majority of them appeared to be in a state of extreme destitution, and that they greedily devoured two barrels of bread which had been sent from the ship. All the sailors, with a very few exceptions, behaved in the same brutal manner, knocking them about the vessel, and beating them with ropes and whatever they could lay their hands on. The passengers were set to work in helping to unload the cargo, and in doing so, they were not only exposed to the elements, but were also kicked and scolded about the deck, and if they ventured to complain, they only received a repetition of the same treatment. It is reported that their baggage and trunks, which they were unable to take with them on board the fishing vessels, were broken open and rifled, and several articles which they contained were afterwards seen in the possession of some of the crew. However, they were glad to be released from their power on any conditions, and none of them would willingly have remained behind with their baggage. There were, of course, exceptions.

While it is almost impossible to find words in which to express our opinion of the conduct of the St. Patrick's crew, it is the John Comstock, which is true, it is with pleasure we refer to the kind treatment which the unfortunate passengers received on board the smack. Everything that their captain and men could do to alleviate their sufferings was done. They were all brought up to this city on Thursday morning, and landed at the foot of Fulton street, East River. Several are in need of assistance from the Commissioners of Emigration, and we hope there will be as little delay as possible in furnishing it, as they are in a state of extreme destitution.

The sailors, we are informed, came up from the St. Patrick's ship, in the John Comstock, which is at present lying off at Brooklyn.

At five o'clock on Thursday evening the St. Patrick was full of water, and the steamer sent to her relief had not arrived. It is feared that the easterly wind of Thursday night and yesterday may have injuriously affected her.

Dr. Macfarlan, the surgeon of the ship, has kindly furnished us with the following statement of the disaster:—

DR. MACFARLAN'S STATEMENT.

This vessel went ashore at Long Beach, below Barnegat, at about six o'clock on the evening of the 19th of December, during a dense fog, and immediately after striking the logs to the shore, the vessel was surrounded by the crew and passengers, who were all employed in throwing the cargo overboard, and trying to work her off with her sails. During the night there was much suffering and anxiety on board; the guns were fired and rockets were let off for aid and assistance.

On the following morning, a lifeboat was sent overboard, the wind blowing fresh from her quarter. The passengers and luggage were then sent forward to the lifeboat, and the vessel was again brought to the shore, and all the passengers were landed, and the vessel was again brought to the shore, and all the passengers were landed, and the vessel was again brought to the shore, and all the passengers were landed.

From the time the ship went ashore up to the time the passengers were safely landed, Captain Whitman was in command of the vessel, and he was assisted by the crew and passengers, who were all employed in throwing the cargo overboard, and trying to work her off with her sails. During the night there was much suffering and anxiety on board; the guns were fired and rockets were let off for aid and assistance.

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THE PILGRIM FEAST.

Annual Celebration of Forefathers' Day—Dinner of the New England Society at the Astor House—Speech of Senator Seward on Know Nothingism, &c., &c.

The New England Society of the city of New York, celebrated its forty-eighth anniversary by a public dinner at the Astor House, last evening.

The arrangements for the dinner were under the direction of Messrs. H. P. Peet, C. A. Stetson, W. C. Noyes, Paul Babcock, H. A. Hubert, and L. B. Wyman. The annual banquet was delivered in the Church of the Messiah, on Thursday evening. The whole celebration was in commemoration of the two hundred and thirty-fourth anniversary of the landing of the Pilgrims at Plymouth, Dec. 22, 1620.

A grand dining hall of the Astor was tastefully decorated with the arms of the Pilgrims, and the pillars, cornices, and spaces between the windows were pleasantly relieved by red and white drapery. At the upper end of the hall portraits of Washington, Franklin and Webster were hung, and at the lower end a fine engraving representing the landing of the Pilgrims.

The tables were tastefully arranged, and among the pieces of ornamental pastry were representations of Daniel Webster, the Plymouth Monument, the Pioneer's House, the Landing of the Pilgrims, and a statue of Washington.

Mr. MOSES H. GRISWELL, President of the Society, occupied the chair, supported on the right hand by the Hon. Charles King, of Columbia College, and on the left by Senator Seward. Several representatives of other city benevolent societies had places at the guests' table.

Major Sprague, U. S. A., was present. The company numbered about two hundred.

The company sat down at the appointed time, a most commendable instance of punctuality. The dinner was in the best style of the Astor House, and by no means less than the tables and imbibables, the Rev. Dr. Bacon returned thanks, and the President announced the regular topics as follows:—

1. The Day we celebrate—The Morning Star of universal peace.

2. The President of the United States. (Nine cheers—broke down on the fourth.) Music—Hail Columbia.

3. The United States. (Three cheers.) Music—March from New York.

4. The City of New York and its Judiciary. (Three cheers.) Music—Home, Sweet Home.

5. The Clergy of New England—True representatives of those who "for the glory of God and advancement of the Christian faith," planted the "first civil body politic" in New England.

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7. The Connecticut Colony—It possessed the first written Constitution of organized government ever known in the history of the world.

8. The Senate of the United States—A Congress of independent sovereigns—May its action be such as to inspire to belief and confidence in the future of the Republic.

9. The first Sabbath of the first worshippers on the shores of New England.

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